The Chicago Tribune.

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FOREIGN.

Reduction of the British North American Fleet.

Royal Entry of the Wurtemberg Troops into Stuttgart.

Grand Duke Alexis to Embark for America in August.

Parisians Waiting to be Revenged upon Germany.

Of the Recent Appeal of the International Society.

Completed Change of Weapons by the German Military Authorities.

GREAT BRITAIN.

THE NORTH AMERICAN FLEET.

LONDON, June 30.—The statement is officially announced that Halifax will now [illegible] the Bermuda as the [illegible] for the North American squadron, and the Canadian waters will be the Commodore's station.

SERIOUS CABLE CHANGES.

A meeting of the Liverpool Chamber of Commerce was held to-day, a resolution and memorial were unanimously adopted in the following words:

[illegible] The Liverpool Chamber of Commerce has [illegible] that the high cable rates are seriously [illegible] the commercial interests of the country, and the Tariffs at Buckingham Palace, Lord Lieutenant of Ireland, Lord Chancellor, Archbishop of Canterbury, Archbishop of York, Duke of Cambridge, Duke of Edinburgh, Prince of Wales, Princess of Wales, Princess Louise, Princess Christian, Princess Beatrice, Prince Arthur, Prince Leopold, Princess Helena, Princess Louise, Princess Victoria, Princess Alexandra, Princess Mary, Princess Augusta

The Chicago Tribune.

Tribune Tax Work to Subscribers by Mail.

TRIBUNE COMPANY,
Chicago, Ill.

SATURDAY, JULY 1, 1871.

ILLINOIS RAILROAD AND OTHER AID BONDS.

The people of Livingston County, a few years ago, were induced to compete with other counties for the location of the State Reform School. Among other offers made by them was that if the Reform School was located at Pontiac the county would contribute $50,000 in county bonds. Pontiac was selected, the bonds were issued, and paid over to the contractors, the building erected, and the school is now opened. Since then many people of the county have repented of the operation, and have concluded that the supposed consideration for the bonds was wholly fictitious. In this we have no doubt they are correct. But the objecting parties have gone further, and, after a rigid scrutiny into all the proceedings, deny that the bonds were ever legally issued. The interest falling due in 1870 was paid, but payment of the interest falling due in 1871 is resisted. The matter was debated before the Supervisors, and that profound body have submitted the question, whether the sale of the bonds in 1869 shall be ratified or not, to a vote of the people, which vote is to take place on the 8th of July. There can be no objection to paying the interest on the bonds, nor the principal of the debt when due, unless the bonds were issued originally without legal authority, and how this can be decided by a vote of the people, or how a vote of the people on the 8th of July, can remedy any legal defect, or make that which was legal in 1869 illegal in 1871, is one of those questions which can only be satisfactorily explained by a Board of Supervisors. We suppose the real purpose of the vote is to ascertain the public wishes in the matter, apart from the legal questions, and taxes will be levied and interest paid or not, in accordance with the public will as expressed at the polls.

The question of the validity of the bonds issued by cities, towns, and counties in this State, in aid of rail roads or other private objects, promises to be one of great importance during the next twenty years, and also promises an extensive field of litigation. In every State in the country where such bonds have been issued, the bonds have been, in the end, repudiated by the people, and payment of interest and principal, when made at all, has only been after protracted litigation, and by a compromise with the creditors. The question is one of importance in this State, because the total of such subscriptions (the bonds have not all been issued yet) amount to nearly $20,000,000, bearing an average rate of interest of 7 per cent, though in some cases the interest is 8, and others 10 per cent. The aggregate interest on these bonds, should they all be issued, will be nearly $1,500,000 annually, being twice as much as was ever paid in one year upon the State debt, which was once considered so overwhelming.

That the people of the counties, towns, and cities of Illinois will prove any more patriotic than the people of Pennsylvania, Michigan, Iowa, Wisconsin, Indiana, and now in Massachusetts, is hardly to be expected. Like them, the tax to pay the interest will be submitted to for a while, and then objected to, and then refused. This indebtedness has been incurred under statute authority, and hence strict compliance with the statute law in all proceedings will be essential to maintain the legality of the bonds. This proceeding in Livingston County is but the beginning of a resistance to this whole class of indebtedness, and it is likely, in time, to be general. Successful resistance, and escape from an onerous debt and heavy taxation in one case will encourage like resistance in other cases, and the $20,000,000 of municipal bonds issued in aid of private corporations will probably have to pass through a severe ordeal of the courts before any large amount of interest or any part of the principal is paid.

A case of this kind has recently been decided by the Supreme Court of the United States. Under the general act of 1849, the people of Fulton County, in Illinois, voted a subscription of $75,000 to the Mississippi & Wabash Railroad Company. This was in 1857. In 1867, the charter of the company was amended by which the line of the railroad was divided into the southern, the central, and the eastern divisions; and there was a separate organization for each division. Fulton County being on the line of the central division, her subscription was entered on the books of that division, and in September, 1867, the bonds were issued to that division of the road. The bonds were payable in ten years, and bore interest at 7 per cent. Interest was subsequently paid on the bonds, and the county provided a sinking fund for their redemption, and actually as late as 1868 bought up some of the bonds. It then refused to pay either interest or principal, on the ground that the original vote was to subscribe to the stock of the Mississippi & Wabash Railroad Company, and that, owing to the change in the charter of that company, the subscription was made to the stock of the central division of that railroad. Suit was brought against the county, and the case was carried to the Supreme Court of the United States. Messrs. Skinner and Browning, for the bond-holder, insisted that the bonds were held by an innocent purchaser who had no notice of any objection to the validity of the bonds; they further urged that, the county, by paying the interest and in various other ways, had recognized their validity, and could not deny it. The Supreme Court, however, without a dissenting opinion, held that the original subscription authorized by the vote of the people was to the stock of one company, and the subscription actually made was to another company, and the latter was not legal authority the county was not bound by it. The Court did not consider the fact that the holder of the bonds was an innocent purchaser had any bearing on the case, which was—

> "A case where the power to contract never existed—where the local county might, but never did, exercise any such power by any other action of the county. It is a case, too, where the bonds are beyond the limit to the action of the officers of the county, and therefore void in whosesoever hands they may be found, or for whatsoever consideration they may have been purchased by the present holders. The authority to contract must exist before any protection to an innocent purchaser can be claimed by the holders."

The Court further held that the bonds, having been issued without legal authority, the Supervisors could not subsequently ratify or legalize the act, and that liabilities incurred under an act of the Legislature can only be legal when there is a strict compliance with that act.

It is extremely doubtful whether the detailed requirements of the various acts of the Legislature on the subject of these municipal subscriptions have been generally complied with; the elections were usually got up in the most informal manner, and the subscriptions carried with a hurrah wholly inconsistent with the gravity of the occasion. The enormity of the subscription in this State may be judged by the fact that they have been made by municipalities who return not over one-fourth the taxable property of the State. In addition to their other burdens, these communities have assumed to pay nearly $1,500,000 annual interest, and $20,000,000 of principal at the end of twenty years, without one dollar of direct consideration.

The President has stepped in between the Alabama office-brokers, and to good advantage, apparently. Our Washington correspondent informs us that General Grant has thrown overboard the nominee of Governor Smyth, of Alabama, for the Mobile Collectorship, and appointed the Mobile Collector of somebody else. The country would be glad to see as many carpet-bag thieves thwarted in this way as the President shall find anywise in the way of the good of the public service. A general policy of this kind would do much to render the administration popular with all honest citizens, and to disarm the party-political Pharisees of what they can make out of their hard lot in the civil service.

The Louisiana disagreement continues, and the Administration of Warmoth, by the Middle Democracy of Syracuse, was a bad precedent and great comfort of politicians even the worst at present. It appears that Warmoth is a professional office-holder, and that his experience in this affair were the chosen qualifications of Montgomery, who demanded Warmoth's appointment for political effect in the coming elections, and not because of his special fitness for the office. It may be, however, that the President, having once got his choice of evil of his hand in all publishing these disgusting Bourbon facts will develop such a liking for the business that he will persevere in it, through cases which shall tell to better advantage in behalf of principle, and in opposition to general office-bartering.

OUR LAKE MARINE.

The Boston *Post*, in a criticism upon the recent treaty with Great Britain, calls attention to the fact that, in establishing commercial reciprocity, it also establishes competition. It says that free fisheries will do the Americans no good unless they can have vessels and to have the latter they must have the materials free of tax. The navigation of Canadian waters will be valueless so long as we allow the traffic which passes over them to be monopolized by the cheap tonnage of the Canadians. The treaty opens Lake Michigan to Canadian vessels, and the *Post* insists that the commercial value of the treaty depends upon such home legislation as shall make reciprocal trade a practical fact, and place American interests upon a fair competitive basis. The Buffalo *Courier*, upon the same subject, says:

> "This is a matter of the gravest importance to our lake marketers. It seems not to be repented that American enterprise, especially in the employment of shipping, was pouring to-day from foreign competition, powerful aid in the shape of the free canals and cheap canal navigation. But our high-priced and heavily-taxed tonnage is to be left to struggle with the cheap labor of the unrestricted vessels of Canada. The prospect is not cheering, etc. Let Congress take off the duties that have killed the business of ship-building in the Atlantic cities, and our lake shipping will build its own, write that of the ocean will speedily revive. Otherwise, we do not see what is to save the transportation marine that is still left to us."

These suggestions are timely. That vessels for the trade between the lake ports and the St. Lawrence cities can be built in the provinces cheaper than in the United States is not disputed; and, being built for less money, can be run at a profit for less rates of transportation. At present, and until the canals are enlarged, the competition will not be very great; but when the enlargement of those canals will commence a competition for which we must be prepared. The commerce of the lakes will then be nearly doubled because of the increased facilities for water transportation to a market, and we shall want capacity large from fleet, both steam and sail. Shall this fleet be built and owned in the United States or in British ports? If we would have it built at home, we must have cheap iron, and cheap lumber, and to have these in abundance we must remove the taxes which now forbid the use of either in ship building, except for such trade in which there is no competition. Instead of being the builders of wooden and iron ships for all nations, we are indebted to foreign nations for the transportation of our exports and imports. Now that the lakes are thrown open to foreign navies, shall we persist in this folly, which will place that entire commerce also in the hands of foreigners?

THE TREATY.

Probably the Treaty of Washington is, what Earl Granville pronounced it the other day, in the British House of Lords, a fair bargain between the two nations concerned. That is, if we were to judge of the merits by the amount of opposition developed by it here and in London, respectively, we should certainly conclude that the United States had obtained a decided advantage in the bargain. A treaty, or other government measure, is usually treated, in England, very much as a matter of course, opposition to which by the legislative branch would be factious and impertinent; while, in America, the acts of the administration are criticised much more freely by the press and interfered with more frequently by Congress. Notwithstanding this, the treaty went through our Senate in a remarkably quiet and business-like way, and gave rise to no disagreeable clamor of any sort. It is evidently the *quasi* apology contained in the introduction of the Alabama business which sticks in the British craw—at least that is the subject of the strongest rhetorical appeals. But this is certainly a necessary concomitant of the acceptance on both sides, for future guidance of the principles of comity between nations, which Great Britain claims to have held with the Alabama, and which the United States might make a point in the present state of her commerce by resisting. As we have already said, it is a fair bargain, arrived at by reciprocal concessions, and referring all matters still unsettled to disinterested arbitration; and the only cause for howling over it in Great Britain must come from a previous expectation of getting more than a fair bargain.

THE FRENCH ELECTIONS.

However the elections which are to take place in France, to-morrow (Sunday), may result, they cannot disturb the majority of nearly two-thirds in the French Assembly in favor of monarchy. With the desire of change, which is inherent in the French people, we are still prepared, notwithstanding recent intimations to the contrary, to see the Count of Chambord called to the French throne within a year as Henry V., by the grace of God, King of France. It is known that he holds views to the doctrine of divine right in all its force and fullness so completely that he would not, like his cousin, the Count de Paris, accept the throne, as King of the French, by the will of the people. If the Assembly persists in the claim that its authority, or any *plebiscite* that may be taken, confers the throne, the Count de Chambord will remain in his retirement at Frohsdorff, and the Count de Paris would accept the crown in accordance with the traditions of the Orleanist branch of the Bourbons, as Louis Philippe II., King of the French, by the will of the people. Although the army is Bonapartist, and Napoleon III. has still a strong hold on the peasantry, it cannot be assumed that the vast failures, folly, and ridicule which attended his war with Germany can be so soon forgotten. An effort will be made to establish a regency, with the Prince Imperial as the coming sovereign. This will hold out to France the feverish promise of the restoration of the empire, an exhibition which many in France are unwilling to forego. But it will be time enough for this ten years hence, when the Bourbon experiment has failed, when France has recovered of her national prosperity and is ready for glory again, and when the Prince Imperial shall have attained to manhood.

In a luminous letter to the Rev. Dr. Lanahan has triumphed over his accusers, by being enabled to publish, apparently by the vote of Bishop Amos alone, to whom, in conjunction with Bishop Janes, the case was referred. Bishop Janes concurred in the vote of removal passed by the Book Committee, not from any distrust of the integrity or ability manifested by Dr. Lanahan, but solely because of his error in suing out a writ of *mandamus* from a civil court instead of appealing to the Methodist Book Committee for the redress he declared. Bishop Janes' position in this is confidence in, and affection for, Dr. Lanahan as a Christian brother and minister remain unshaken. After great doubt whether the error referred to should be deemed a valid ground for voting for his removal, Bishop Janes finally coincided that it did. Bishop Amos, on the other hand did not concur. On this vote Dr. Lanahan was restored, and Dr. Carlton immediately resigned. His resignation, however, was not accepted. The action of the Bishops vindicates Dr. Lanahan from all moral charges, and cannot be legally reversed until the General Conference of the seventy-two confessors of the Methodist Episcopal Church of America, which will meet in May, 1872. Instructions are thrown out that the investigation into the alleged "Book Concern frauds" will be brought before that General Conference, and it is even said that delegates will be elected on that issue. Both the investigating Bishops cannot, however, be attending these conventions, and actually as late as 1868 bought up some of the bonds. It then refused to pay either interest or principal, on the ground that the original vote was to subscribe to the stock of the Mississippi & Wabash Railroad Company, and that, owing to the change in the charter of that company, the subscription was made to the stock of the central division of that railroad. Suit was brought against the county, and the case was carried to the Supreme Court of the United States. Messrs. Skinner and Browning, for the bond-holder, insisted that the bonds were held by an innocent purchaser who had no notice of any objection to the validity of the bonds; they further urged that, the county, by paying the interest and in various other ways, had recognized their validity, and could not deny it.

...E CANAL.

...pending Completion of the ...ork of improvement.

...istory of the Scheme from its ...ception to its ...ulfillment.

...ist of Imprests by the Board of ...rs' Commissioners.

...s a few days the work of deepening the ...ent will be completed, a longer job ...n was brought to an end. The plan of ...provement originated in 1836, and then ...ded for the city of Chicago, and all that ...ed, and the passage of the ... Act, by the General Assembly of ... State. Neither of these ... were addressed at once, however, ...ey not yet been removed. The locks ...ould not be removed at all during the ...s the latter were all out of the canal the ...ould run very swift a current as to make ...ssible a matter of great difficulty, and to ...ve the locks and fill up the channel with earth. ...ll necessary engineering contrivances be arrived at ...ecision of the city getting its money's ...h. It was contemplated the canal for a ...annel, but, after much ... and ... by the ... and ... of ... by ... Woodbury and ... Medical College, at ... Chicago Medical ... Medical Society, ... Medical Society, ... Medical Society,

COMMON COUNCIL.

Final Meeting on the Appropriation Ordinance.

A Spicy Fight Hestwoon "Mc-Cauley's Nincoms" and the Minority.

The Bill Twice Defeated, but Run Through on the Third Attempt.

Triumph of the Union Park, Bailey Slough, and Halsted Street Swindles.

Johnson Campbell, Kohlsaat&co, and Otis Pahlsly Acknowledge Their Weakness.

The Responsibility of the Whole Thing Thrown Upon Mayor Mason's Shoulders.

A special meeting of the Council was held yesterday evening for the purpose of considering the Appropriation bill. The President was in the chair. Present—Ald. Bonfield, Kinkleyside, Dixon, Otis, Rodriguez, Gray, Meaney, Thompson, Whitney, Darby, Tracey, Schmidt, Butterfield, Jamieson, Bailey, Powell (W. S.), Bailey, Powell (Jno.), Sanborn, Vitz, Walsh, Cullen, Kiler, Wilson, Campbell, Gardner, Hall, Gill, McGrath, Stanley, Tyler, Schmidt, Sexton, Scanlan, McGeffrey, McCauley, Clarke, Devine, Dunn, and Ald. J. Walsh.

THE READING OF THE BILL.

The roll was read, and the Clerk began to read the title of the bill.

Ald. McGrath called for the reading of the bill. It was accordingly read.

Ald. Dixon moved to dispense with its reading.

Ald. Gen. Powell and McGrath insisted on it. The Clerk continued reading.

Ald. McGrath moved to dispense with its further reading.

Ald. Dixon called for its reading.

The Clerk finished reading.

Ald. McGrath was entitled the floor.

Ald. Schintz moved the main question, and it was ordered—yeas, 36; nays, ——.

Ald. Meaney moved to amend the ordinance, resulting—yeas, 36; nays, 16.—as follows:

YEAS—Bonfield, Whitney, Tracey, Schmidt, Dixon, Otis, Rodriguez, Gray, Meaney, Thompson, Darby, Butterfield, Wilson, Walsh, Cullen, Kiler, Campbell, Gardner, Hall, Gill, McGrath, Stanley, Tyler, Schmidt, Sexton, Scanlan, McGeffrey, McCauley, Clarke, Devine, Dunn, and Ald. J. Walsh.

NAYS—Kinkleyside, Jamieson, Bailey, Powell (W. S.), Bailey, Powell (Jno.), Sanborn, Vitz, Gardner, Stanley, Schintz, Sexton, Scanlan, Devine, Dunn, and Ald. Gen. Powell.

THE MAIN QUESTION.

Ald. McGrath moved the passage of the ordinance.

Ald. Schintz moved the main question, and it was ordered—yeas, 36; nays, ——.

The yeas and nays were called on the ordinance, resulting—yeas, 36; nays, 16.—as follows:

YEAS—Bonfield, Whitney, Tracey, Schmidt, Dixon, Otis, Rodriguez, Gray, Meaney, Thompson, Darby, Butterfield, Wilson, Walsh, Cullen, Kiler, Campbell, Gardner, Hall, Gill, McGrath, Stanley, Tyler, Schmidt, Sexton, Scanlan, McGeffrey, McCauley, Clarke, Devine, Dunn, and Ald. J. Walsh.

NAYS—Kinkleyside, Jamieson, Bailey, Powell (W. S.), Bailey, Powell (Jno.), Sanborn, Vitz, Gardner, Stanley, Schintz, Sexton, Scanlan, Devine, Dunn, and Ald. Gen. Powell.

THE MAYOR'S SIXTY GOOD ADVICE.

Ald. Meaney moved to strike from the ordinance the Union Park Extension and the Ogden Slip and Bailey Slough canals. It was well known everywhere that the ordinance had commenced with the Union Park Extension and the Ogden Slip and Bailey Slough canals. It was well known everywhere that the ordinance had commenced with the Union Park Extension and the Ogden Slip and Bailey Slough canals. The object of the ordinance was to raise money for the said purposes. They knew what a calamity the defeat of the ordinance would be, and it was important that it should be passed. He was willing to vote for it himself, and if any man was opposed to the said purposes, and they would do right with their votes. He moved to strike out the said canals.

Ald. Bonfield said he was opposed to striking out the canals. He would be in favor of striking out the Union Park Extension, and if the majority voted to strike out the Ogden Slip and Bailey Slough canals, he would be compelled to vote against the ordinance. He would be very sorry to do so, but he would be compelled to do it. He was in favor of the Union Park Extension, and if the majority voted to strike out the Union Park Extension

THE PRAYER CURE

THE LOGIC OF LOVE

...TER OF DORE-... ...ESS' ARTICLE.

England's Money and German ...y's Opportunity.

Public Letter of John Mitchel Anti-Dotes Civita-Vecchia and the German-English Futurity Politician, to His Majesty, the Emperor of Germany.

Translated for The Tribune from an Extra of the Augsburg Allgemeine Zeitung of June 8.

LONDON, May 30, 1871.

SIRE: May a foreign critique of your Imperial Majesty, the Saxon subject thereto, return once more under your sceptre, hope to be forgiven for venturing to submit to your Majesty a few brief remarks?

At a German it looks like the greatest interest in the honor of your Majesty's sword, in the liberties of the empire, and in the lasting glory of our race; as a resident of many years, even a citizen, of England, I am conscious to promoting the real and essential interests of my adopted country, and have to-day the right as the impartial observer, by most severe strain, of the two countries that both obtain from me the conviction that the foundations of the shipbuilding, their commercial superiority of every kind, is that in which Fair defied indigenous industries inside and threatening hostilities outside, and that the English people will not let them help thinking of the pride and contempt of Chatham's brother, William Pitt, when he, as a Cassino, when compelled to endure the severe verbosity and studied brutality of their parliamentary life, that "they would rather hear one long speech."

Like the people, so are their politics, one word embraces all, and that word is—the Government. Advisers of the Crown trade and labor—their position is the point of the Twentieth's reckoon in the deliberations of Parliament. A pause of this point or stoppage of gas, and the whole country is in darkness. Upon this clique a small connection here, there and everywhere, and the Government is—England. Of course, there are no more the days of the Stuarts, when the "private interest" duties of English Premiers were the rule and not the exception.

The comprehension of the hereditary power of the Crown, the constitutional sense, the love of old and help to the weak, the sympathy for the oppressed of other countries—in place of these we have to-day everywhere contempt or disrespect for authority and rank, jealousy of the rights and powers of the crown, envy of the privileges of the nobility, hatred of the monarchy, against the real or fancied superiority of individuals and classes. Defiance of the great and on the part of the great arrogance and servility of tenure, the latter especially among the masses, a mutual desire to displace and entrench each other, a keen craving for gain, and a no less keen appetite for luxuries and indulgences.

These are undeniably social changes; but there are also political changes which accompany, if not precede them. The Government of England has been a Parliamentary one for three centuries. It is to-day, in reality, an aristocratic, whereas now it is democratic. There are, it is true, a considerable number of Liberal, even ultra-Liberal members in the Commons, and a majority in London, Bristol, and other large cities used by them, and these representatives of the cities gave, on all important points, question, expression to the popular will; but the majority of these constituted, and since the Reform Act of 1832 took a leading part in the glorious but often still-more glorious treaties of peace. She had a prepared seat for the Peace of Utrecht, and was the result of the great war of 1813, and was intended for the breaking out of another great war in 1870, after the defeat of Napoleon. Kings and nations respectfully listened to her words. The conditions which she stated to impose were accepted; those which she disapproved were rejected. This is no longer so. The speech and position nations listen courteously but half-contemptuously. What the present Government proposes to-day, what it agreed to declare—that it does not consider a matter of sufficient importance to be made a Cabinet question—that it will not even consider it worth while to resign if it is defeated in Parliament, to accept the vote and the views of the latter. It is instructive to note how the tone of the House of Commons has moulded the manners and the position of the Lower House. To find the majority of those emanate from commercial life, and unquestionably bear—if their enemies may be believed—the stamp of the counter on their brows. Gladstone, Cardwell, and others have the appearance of highly respectable tradesmen. Disraeli, with his dandy manners, after their daily labors, in the society of Christian Israelites. What agent could be better to the depressing sermons of Gladstone, who sometimes in such a masterly manner the mutability of the fortunes and the self assertion of the shipkeeper, their commercial superiority every where,